


Royal Visit
TO FORD
 Monday, October 15, 1951
 SOUVENIR EDITION
Ford Graphic



Their Highnesses Drive Through Plant 2.



The Mayor Demonstrates Model Fords,
 Gifts to Their Children.

"Thank You Everyone"

*A Message From Ford of Canada's
 President—Rhys M. Sale*

"There were many wonderful things about the Royal Visit to Ford of Canada October 15, but nothing was more gratifying than the magnificent display of teamwork by all employees engaged in the preparations, and the very obvious pride of all employees which was reflected throughout the plants and everywhere on our property.

"Their Royal Highnesses must have carried away with them a strong impression not only of a tidy, well-run plant, but of the loyalty and affection of all our thousands of employees.

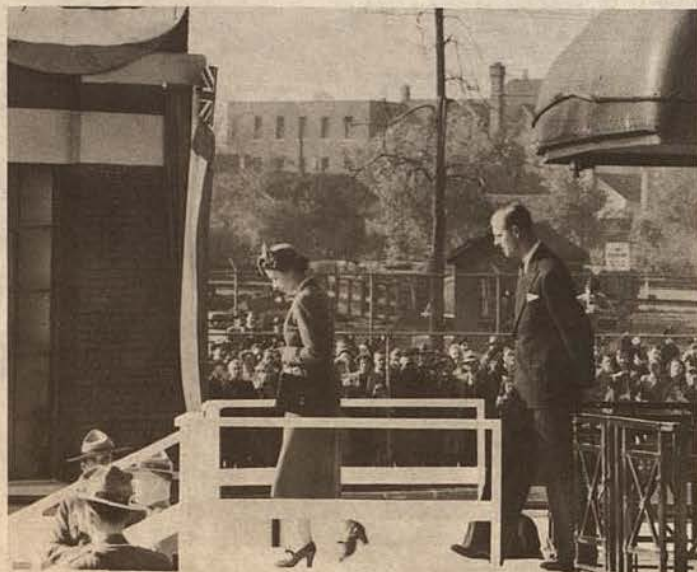
"I want to express, through the medium of Ford Graphic, my heartfelt thanks to everyone who contributed to the success of the great event. The central committee is deserving of our special gratitude for the faultless planning and unceasing effort they put into the arrangements, and the greatest credit is due to the entire staff of the maintenance engineering sub-division who played such a major role in carrying out the physical details.

"Thank you, everyone."

Ford Graphic

A Newspaper for the Employees of Ford Motor Company of Canada, Limited
 Vol. 6, No. 20 OCTOBER 1951

These Were First Glimpses Windsorites Had of Princess



WINDSORITES HAD THEIR FIRST LOOK at the Princess and Duke of Edinburgh as they emerged from the Royal train at the Ford dockside area October 15. A platform with a wide stairway was specially built so Their Royal Highnesses could walk easily from the train to the civic reception area.



FIRST WINDSOR CITIZEN to be presented to Their Royal Highnesses was Mayor Arthur J. Reaume, seen shaking hands with Princess Elizabeth. Hon. Paul Martin, minister of health and welfare, second from left, travelled with the Royal party and presented Mayor Reaume to the Royal couple.



INSPECTION OF THE GUARD OF HONOR drawn up in front of the Ford of Canada sand pile was the first official action of Her Royal Highness and the Duke of Edinburgh in Windsor. The Princess was accompanied by Lieut. Terence Tarleton, R.C.N.(R) on her review of the color guard, which was composed of 96 soldiers and

sailors in the Windsor garrison reserve force, and included many Ford employees. The Duke of Edinburgh is seen walking behind the Princess with Cmdr. W. A. Wilkinson, R.C.N.(R) inspecting the naval contingent from H.M.C.S. Hunter. Navy and army bands were also out for the welcome to Their Royal Highnesses.

Elizabeth Duplicates Parental Signing of City Register

Sunny Sky, Cheering Crowd Greet Royal Pair at Ford

Ford of Canada and its employees played host to Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh on Monday, October 15, and it was a gala day in the company's history.

Five special railway cars were moved onto the dockside spur at Plant 1 at about 12:35 a.m., a little more than an hour late. By nine o'clock the crowd on Sandwich street had reached such proportions that city police were summoned. Motor traffic had been diverted via Drouillard and Strabane to Wyandotte, but no attempt was made to stop pedestrians from entering the area. By 11 o'clock the crowd was so great police feared it might be impossible to clear the way for the Royal train, and firemen were called to help erect rope barriers.

Cheers Quickly Subdued

By the time the train did arrive, some of the onlookers had grown weary and left for home and bed, but scores took their places. There was a momentary cheer when the Royal cars passed through, but police and people in the crowd quickly quelled the demonstration. From then on, there was little noise to disturb the sleeping guests.

Veteran railwaymen eased the cars over greased rails with not even the suggestion of a jerk or a squeal. Company and railway workers, spic and span in clean uniforms, made the connections for heat, electricity, compressed air and fresh water in complete silence. Security police moved about almost on tip toe. Realizing

that the Princess and Duke had had the most gruelling day of their entire tour, everyone made certain they would not be awakened.

Did Not See Skyline

It was a fine, summery moon-lit night. Belle Isle was aglow with light. The colored fountain was never more beautiful and the schooner J. T. Wing, gay with naval flags, was flood-lit. Some 65 searchlights played on the skyline of Detroit, silhouetting the big skyscrapers.

A broad boardwalk had been laid from the train to a lookout platform on the river's edge, and binoculars had been placed at hand in the hope the Royal couple might have an opportunity to get their first glimpse of the skyline of a big American city. But sleep was more important to them than sight-seeing after the long day's ordeal.

Quiet Reigned

Gradually the crowd thinned and disappeared, as it became certain the Royal visitors were asleep. There was no roar of motor traffic on the street. Captains of passing ships acceded to radio requests and no sound of whistles or bells came from the river. The Ford Foundry whistle and signal bells through the plants and offices were stilled. Only the faint hum of a single generator in the Power House was audible.

Soon after dawn of a brilliant day, Ford workers began the final preparations for the day's events.

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FORD OF CANADA'S PRESIDENT, Rhys M. Sale, is presented to the smiling Princess, followed by Mrs. Sale. After Mrs. Sale is L. Colbert, president of the Chrysler Corporation of America who is followed by E. C. Row, president of Chrysler of Canada. C. V. Waters, city clerk, is standing beside Mayor Reaume, who is at the Princess' right. Mrs. Reaume is seen at the left of the Duke beside Mr. and Mrs. R. W. Keeley. Mr. Keeley was chairman of the civic reception committee.



SIGNING THE CIVIC GUEST REGISTER, Their Royal Highnesses stand in front of a chair on which His Majesty King George VI sat during his visit to the Ontario Legislature in 1939. The chair, formerly the speaker's chair, was presented to the city by Major James Clark, K.C., of Windsor.



WINDSOR'S ONLY VICTORIA CROSS WINNER during the Second World War, Major Fred Tilston, is first of guests presented to the Princess and the Duke of Edinburgh at the civic reception area. On the extreme left is William Clay Ford, a director of the Ford Motor Company in the United States, and youngest son of the late Edsel Ford. Mrs. Ford is standing just behind him.

Route Through Factory Area Spic and Span for Princess



A BANNER 48 FEET WIDE by 12 feet high, bearing the word "WELCOME," was mounted between the power house smoke stacks overlooking the civic reception area where hundreds of persons gathered to see Their Royal Highnesses prior to their departure for the Ford Oval where they were greeted by thousands of children.

Tiny Ford Cars For Children Delight Duke

Centre of much interest at the government dock reception were the miniature Ford cars presented by Ford of Canada to the City of Windsor as gifts to Their Royal Highnesses for their children.

The cars, one blue and the other red, are for Prince Charles and Princess Anne. Each bears a silver crest of the City of Windsor with a silver tablet reading, Windsor, Ontario, on the right hand door. The cars are battery-driven by remote control and were demonstrated by Mayor Arthur J. Reaume at the request of the Duke of Edinburgh, following the presentation at the dock.



AFTER THE CIVIC RECEPTION ceremonies Princess Elizabeth and the Duke of Edinburgh moved slowly past the lines of soldiers, sailors and mounted policemen, waving to the crowds that pushed against the fences. Dozens of newspapermen, photographers and radio broadcasters helped crowd the area.



HEADED FOR THE FORD OVAL, Their Royal Highnesses rode in a Lincoln Cosmopolitan convertible driven by a soldier in Canada's permanent army. Inspector Kelly of Scotland Yard, rode with the driver, telephoning ahead to the next area on the tour advising that the Princess was on the way.



LEAVING THE SOUTH END OF PLANT 2, where they had had a first glimpse of the inside of Canada's largest automobile plant, Their Royal Highnesses are followed by R.C.M.P. constables on motorcycles. A squad of motorcycle officers from Detroit preceded the Royal couple through Plants 2 and 4.

Elizabeth Gets Her Wish, Sees Ford Plant at Windsor

When Her Royal Highness Princess Elizabeth said some weeks ago that the Windsor plant of Ford Motor Company was one of the things she most wanted to see on her Canadian tour, she was taken at her word. And everyone in the company, from top to bottom, went all-out to make sure she would see the plant at its very best.

On Monday, October 15, she made her promised visit, accompanied by her handsome husband, the Duke of Edinburgh.

True, the plant she saw was still and empty, with all of the company's 11,000 Windsor employees on holiday in her honor, but the Princess and Duke were thrilled by what they saw, just the same.

Spotless and Tidy

It was not only one of the largest industrial plants the Princess had

ever seen, but without doubt one of the tidiest. The main aisle through Plant 2, a quarter-mile in length, and the 570-foot stretch of "Woodward Avenue" across Plant 4, may not have been as spotless as the marble corridors of Buckingham Palace, but it would have taken a microscope to find a scrap of paper or a stray chip. Every machine was shining. Every piece of equipment was in its place. Stock was arranged in orderly piles, every bin was tidy, and even empty tote boxes were stacked with care.

The overhead conveyors were festooned with parts and the assembly lines in Plant 4 carried a full complement of bodies and chassis. In Plant 2 there was a glittering and impressive display of chrome-plated parts, and the en-

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ROWS OF SHINY PASSENGER CARS AND TRUCKS lined the Royal route from Plant 4 through to the test track. The Princess and Duke were driven through both Plant 2 and Plant 4 in response to the Princess' request that she be shown the Ford of Canada factory while on her visit to this country. The entire route through the plants was spotlessly clean with stock piled neatly and vehicles arranged in orderly lines.

Fought for Queen Victoria, Talked to Queen Elizabeth, Sorry to Miss the Princess

"I started soldiering under her great-great grandmother, Queen Victoria, back in 1899. Aye, it's a bitter disappointment not to be able to see the Princess and the Duke."

The man speaking was Sam Beck, familiar figure to hundreds

too, because I lost my right hand at the second battle of Cambrai just seven weeks before the armistice was declared in 1918. I was with the 241st Battalion from Windsor then. I was company sergeant-major of "C" company and Rhys Sale, Ford of



Sam Beck

of Ford people through the years before he retired from the company's plant protection department last May. It took ill-health and firm orders from his doctor to keep Sam home the day Elizabeth and Philip came to Windsor.

Sam has an empty sleeve to show for his service in two wars—that, and a host of prized memories.

In Boer War

"I served through the Boer War with the 1st Battalion of the Argyle and Sutherland Highlanders," Sam recalled.

"In 1919, when the Prince of Wales visited Windsor he came right up to me in the ranks and shook hands. Did it left handed,

Canada president, was company lieutenant.

Met the Queen

"In 1939," continued Sam, when the King and Queen visited Windsor, I was in the guard of honor. And the Queen came right up and talked to me, too. One of the things she asked me was what units I had been in. When I mentioned the Argyle and Sutherlands Her Majesty gave me a big smile and complimented me on being a Scot.

"You can just bet," he concluded, "the only thing that kept me away from seeing the Princess was the order from my doctor."



MUCH INTERESTED in the Windsor visit of Princess Elizabeth and the Duke of Edinburgh was Al Cox, pictured above at his work in Ford of Canada's tool room. Still vivid in Al's mind are the memories of the celebrations held in London, England, in 1897 when Queen Victoria observed her Golden Jubilee. At that time Al was a 17-year-old soldier serving in the 6th Royal Warwickshire Regiment which took part in the ceremonies. During the Boer War Al served in Africa with the Royal Welch Fusiliers and took part in the relief of Ladysmith and Mafeking.



WAVING TINY UNION JACKS, school children from nearby cities and towns run gaily from buses to their appointed places at the huge Ford Oval. More than 14,000 youngsters came from Leamington, Kingsville, Colchester, Harrow and other surrounding towns to see the Princess here.



LOUD CHEERS AND CHILDREN'S LAUGHTER filled the air as the youngsters waved their welcome to the Princess and Duke of Edinburgh. Before coming to Canada, Princess Elizabeth had said very definitely that she wanted to see and be seen by the children.



MEMBERS OF SCHOOL SAFETY PATROLS were out in full force with their white Sam Browne belts, keeping the younger children in line and making sure no one was hurt. An estimated 50,000 persons crowded the huge Ford Oval to shout their welcome to the Princess.



CIVIC OFFICIALS from Windsor and surrounding municipalities who were to be presented to Their Royal Highnesses occupied space in the infield at the test track while huge crowds lined the test track. In the background are some of the 2,300 automobiles parked in the south half of the 60-acre oval.

Saw Ford on 'TV' So Phoned Home From California

The magic of television brought a twinge of home-sickness to two former Windsorites now living in Los Angeles, California.

George Sinclair, public relations division, reports that on October 15 he was watching a television program about 10:30 p.m. in a neighbour's home. Mrs. Sinclair had gone to bed but was awakened by an insistently ringing telephone. She didn't know George had gone out but after the telephone had rung several times, she arose and answered it.

"This is Harry in Los Angeles," said an excited voice. "We saw the Princess on television when we went to work this morning and it was wonderful to see the government dock and that Detroit skyline behind it. It made us sort of homesick and we just had to 'phone you and George tonight."

"Harry" is George's younger brother who went to Los Angeles three years ago. He and his wife work for the same organization and there is a television set in their office where they saw the Royal couple when they arrived at work.

George explains that while Harry and his wife have lived for three years in California, Windsor is still their home town.

Sunny Sky . . .

Continued from Page 3, Col. 2

tidying up the lawns, arranging chairs, touching up decorations and moving materials, but so quietly that not a sound would penetrate to the royal guests. Soon after 8 a.m. the procession automobiles moved past the train. A few minutes later the 96-man guard of honor, two bands, and perhaps 200 reserve force personnel arrived in the supervisory parking lot and fell in to parade formation.

First Appearance

By 9 a.m. everything was in readiness for the first official event of the Windsor visit, which took place on the lawn immediately opposite the Power House. At 9:51, six minutes after the scheduled time, the Princess and the Duke emerged from their private car. They were met by Hon. Paul Martin and Mrs. Martin, and were introduced to Mayor Reaume and Mrs. Reaume, and to Mr. R. W. Keeley, chairman of the civic committee, and Mrs. Keeley.

A crowd of possibly 2,000 jammed against the wire fence to watch intently as the captain of the guard of honor, Lt. Terry Tarleton, invited Her Royal Highness to inspect the guard of honor. H.M.C.S. Hunter Band played the traditional five bars and one note of "God Save the King," and the Royal Standard was broken out on a tall flagstaff back of the platform. The bark of four 25-pounders of the Sarnia 31st Field Regt. continued at five-second intervals for a 21-gun salute while the princess, the duke, the mayor, and Commander Wilkinson, of H.M.C.S. Hunter, inspected the colorful guard, which comprised both naval and military personnel. The Essex Scottish Pipe Band, under the dean of pipe majors, "Jock" Copland, played during the inspection.

Inspection of Guard

The princess looked intently at several members of the guard, particularly those whose chests were laden with medals, but did not speak to any. The inspection ceremony was over quickly and the party moved to the platform, where

We Acknowledge...

The editors of Ford Graphic gratefully acknowledge the kind co-operation of several newspapers in helping to make this souvenir edition possible.

That large photo on the front cover was taken by Barney Gloster, for the Toronto Daily Star. The one immediately below it was taken by a Windsor Daily Star cameraman. That of the Princess and the Duke leaving the Ford Oval, which appears at the bottom of Page 8, is a Detroit News picture. All others were taken by Windsor Daily Star and Ford Graphic photographers, except the picture of the hospital staff at the bottom of page 9, which was taken by Alistair MacRae, of the hospital.

both the princess and the duke signed the city guest book and the Essex County scroll.

Some 35 persons were introduced to Their Royal Highnesses, including Major Fred Tilston, V.C., and Mrs. Tilston; Mr. and Mrs. Rhys Sale, Mr. William Clay Ford, director of the Ford Motor Company, and Mrs. Ford; Mr. C. E. Wilson, president of General Motors, and Mrs. Wilson; Mr. E. C. Row, president of Chrysler Corp. of Canada, and Mrs. Row; Mr. L. Colbert, president of Chrysler Corp., and Mrs. Colbert, and a number of prominent Windsor citizens. The line moved rapidly and only rarely did the royal couple have an opportunity to speak to the persons who shook their hands.

Immediately the royal party moved from the platform to the waiting line of automobiles, which moved off down the ramp beside the coal pile, out the gate east of Plant 1, and up Drouillard road to Trenton street. The street was lined with people, who greeted the royal couple enthusiastically.

Eight Minutes In Plant

It took the royal procession about eight minutes to drive through Plants 2 and 4 and they emerged from the Plant 4 area and entered the test track at 10:17. Here the crowds lining the track, and particularly the children massed along the inside of the road, cheered wildly as the cars made the circle at not more than five miles an hour. Thousands of small Union Jacks were waved in a daze of color and the princess and duke smiled and waved a friendly greeting continuously as the cars proceeded past the crowds.

Because of the distance, and the fact that the sun silhouetted the figures on the platform, only a few of those in the huge crowd had a close look at the brief ceremony. A bouquet was presented shyly by nine-year-old Margaret Parent and graciously received by the princess. Some 40 persons, including George Burt, regional director of the UAW-CIO; Jack Taylor, president of Local 200; Earl Watson, president of Local 195; and the mayors or reeves of many district municipalities were presented.

"Auld Lang Syne"

Resuming the circuit of the track to the strains of "Auld Lang Syne," played by Ford's "Music Under the Stars" Band under Director Philip Murphy, the Royal couple had special greetings for invalids and elderly persons occupying a reserved section near the entrance to the track. As they passed through the Seminole street gate, the Essex Scottish pipers played one of the Princess's favorite tunes, "Road To the Isles."

All told, the Princess and the Duke were guests of Ford of Canada for exactly 10 hours. Everyone in Ford of Canada hopes they enjoyed their stay as much as we enjoyed having them.



ARRIVING AT THE FORD OVAL, the Princess and the Duke of Edinburgh alight from their Lincoln and mount the elaborate stand built by Ford employees for the occasion. There were 26 flags mounted on 30-foot poles around the front half of the oval and the reception stand was set up in the centre of the field with space for parking cars at the south.



FLOWERS WERE PRESENTED to Her Royal Highness by nine-year-old Margaret Parent as the official ceremonies began before the huge crowd at the Ford test track.



ART DESMARAIS, of Ford of Canada's purchasing division, and Mrs. Desmarais, were presented to Their Royal Highnesses. Art is a member of the Windsor separate school board.



WINDSOR LABOR LEADERS were presented to Their Royal Highnesses at the Ford Oval. George Burt, regional director of the UAW-CIO, centre, and his daughter, Hazel, met the Princess, followed by Earl Watson, president, Local 195, UAW-CIO, Jack Taylor, president, Local 200, and Mrs. Taylor. At right, Mrs. R. J. Bondy, wife of the mayor of Riverside is received by the Duke of Edinburgh.

Many Ford Folk Worked Hours On Royal Visit

Forty-five minutes of official ceremonies Monday morning climaxed eight weeks of intensive planning and ceaseless work by members of an energetic company committee which had charge of the arrangements. The planning began the day the newspapers announced the Princess had expressed a wish to see the Ford of Canada plant during her visit to Windsor. The hard work ended when the royal procession left Ford Oval Monday morning.

The nine-man central committee had the whole-hearted help and co-operation of hundreds of Ford people in the actual work, and everyone entered into the task with a spirit of teamwork that assured the success of all arrangements. Many of the best features of planning, construction, decoration and program resulted from excellent suggestions of willing helpers.

Everyone Helped

The arrangements fell into three broad areas—servicing of the royal train, the official reception program on the lawn opposite the power house, and the program at Ford Oval. The platforms were designed and erected by maintenance engineering. The decorations were planned by a sub-committee and the work carried out by the labor department. The programs were planned by the public relations division, which also handled liaison with the civic committee and the press and radio. The purchasing division gave invaluable help in obtaining supplies and arranging for the excellent public address system at the test track.

Members of the central committee were: Arthur D. Harris, engineering and construction; James C. Miller, decorations and advertising; Adam Bruce, security and traffic control; Ron F. Hogan, finance; Joseph H. McMurdie, public address system and purchasing; E. Murray Tevlin, secretary and press liaison; G. Douglas Mackie, liaison with civic committee; Robert E. Oliver, arrangements for school children, program director, and assistant co-ordinator; Gordon C. Garbutt, co-ordinator of the committee.

Tribute To Workers

"While it is impossible to single out any one person who contributed more than any other to the over-all success of the arrangements, particular mention must be made of the outstanding work of the scores of maintenance workers, painters, carpenters, millwrights, sign painters and others who labored unceasingly under the direction of Mr. Harris to complete the job in time," said Mr. Garbutt. "We are also particularly appreciative of the fine work of the plant protection staff, the grounds keepers, the decorators and the scores of others who did outstanding jobs."

You Can Have Extra Copies of This Issue

Anticipating requests from employees who may desire extra copies to send to friends, or to put away in remembrance of the great occasion, the editors of Ford Graphic have increased the press run for this special Royal Visit Souvenir Issue.

It is preferable that your request be made in writing, but if you wish to telephone Local 2445, the editors will see to it that you get your extra copies.



AFTER THE ROYAL PARTY had passed en route to the ceremonial point in the centre of the Ford Oval, hundreds of persons broke from their positions around the south half of the test track to run across the infield toward the stand. The cars parked around

the track in the foreground brought invalids to see the Princess. Drinking fountains and lavatories were erected for the tremendous crowd which spent almost four hours in the oval, waiting for the Princess and enjoying the entertainment.



THE ROYAL STANDARD FLIES from the front of the Lincoln convertible as Their Royal Highnesses wave to the crowds standing around the Ford gates on Seminole street watching the Royal party leave for the government dock. The Lincoln led the way

from the dockside area, through the plants to the test track, then on the drive through the city to the government dock where United States officials were presented. The Royal couple also stopped at Assumption College where more guests were presented.

William C. Ford And Mrs. Ford Meet Princess

The Ford family and the Ford Motor Company of the United States were represented during the Royal visit to Windsor, October 15, by the youngest of the three brothers, William Clay Ford, and his charming wife, Henry Ford II and Mrs. Ford were invited, but were unable to be present.

William Ford is a director of the U.S. company. He and Mrs. Ford were presented to Their Royal Highnesses at the brief ceremony after the inspection of the guard of honor. Later they drove to the test track with Mr. and Mrs. Sale, having been invited by the civic committee to participate in the Royal procession.

C. E. Wilson, president of General Motors Corp.; L. Colbert, president of Chrysler Corp., and E. C. Row, president of Chrysler Corp. of Canada, also were presented to the Princess and Duke at the Ford of Canada dockside area.



ENTERTAINMENT WAS PROVIDED before and after the Royal party visited the Ford test track. The guard of honor moves through the gaily decorated gate at the test track where they presented a military display for the thousands gathered there. The "Music Under the Stars" band also played.

Duke's Love of Cars May Have Inspired Elizabeth's Request to See Ford Plant

Philip, Duke of Edinburgh, loves motor cars. He loves to drive them, loves to tinker with them, loves to see them, loves to read about them.

It is not at all unlikely that his hobby was the inspiration for the request of his lovely wife, Princess Elizabeth, that the plant of Ford Motor Company of Canada be included in their itinerary.

One can imagine that the Duke would have liked nothing better than to have taken at least a day off that week to explore our factory, to inspect our cars, and to whiz around our test track at the fastest clip the guardians of the royal person would permit.

And it is not improbable that the Princess, freed of regal restraint for the moment, would have been thrilled to ride at his side.

Ask What Oval Is Used For

The royal party was about to leave the platform at Ford Oval when the Princess put a question to Mayor Arthur Reaume.

"What is this track used for, Your Worship?" she asked.

"Oh, they test cars here," the mayor replied. "They use this as a proving grounds."

"How fast do they go," asked the princess.

"I really don't know," the mayor replied, "but I guess some times they drive at 100 miles an hour."

"My, I would like to see that," commented Her Royal Highness. The mayor says he thought she said it a bit wistfully.

It is perhaps as well the Duke was not within earshot, because undoubtedly his expression would have been wistful, too.

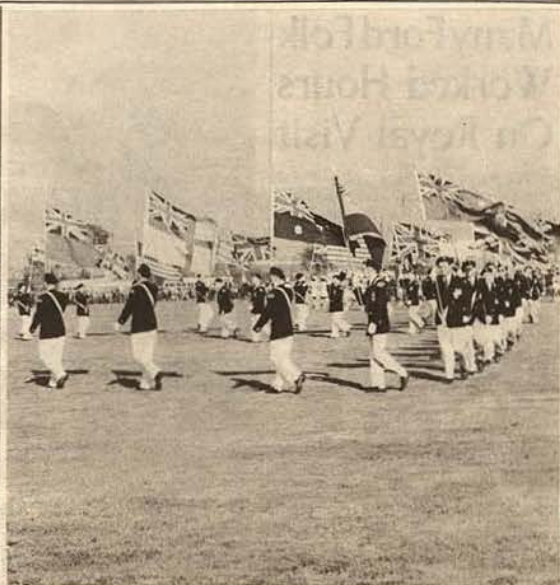
Shining Array of Vehicles

Both royal visitors saw hundreds of Ford of Canada cars and trucks drawn up in glistening array along both sides of the roadway from Plant 4 to the Seminole street gate. At the entrance were two huge haulaway trucks of Maris Transport, loaded with new cars. Such units are rare in Great Britain and no doubt presented a novel sight to the visitors.

During the Canadian tour the Princess and Duke are having an

opportunity to ride in the products of three major manufacturers. Each company provides a convertible and a sedan for the use of the couple, the members of their suite, and local dignitaries at each stop on the itinerary, and by a system of rotation the Princess and Duke appear in the cars of each manufacturer an equal number of times. In Windsor, the royal couple rode from the dockside reception area to Government dock in a beautiful Brewster green Lincoln Cosmopolitan convertible, then switched to a Cadillac for the ride to Jackson Park, and then into a Chrysler for the remainder of the trip to the airport.

Upon reaching Victoria, B.C., next week, the Princess and Duke will have a three-day holiday, free from the glare of flash bulbs and the cheers of the crowd. A sleek Avon Blue Monarch convertible will be at their disposal during their holiday, for use as they see fit, and all of us in Ford of Canada hope they will have a chance to drive it and enjoy the thrills of one of Canada's best automobiles.



A DISTINCTIVE PART of the presentation at the Ford Oval was the display "Leamington On Parade," directed by J. C. Loughheed. A color party from Canadian Legion Branch 84, led the display which included the majorettes of the Leamington Boys Band, the Leamington high school bugle band and Leamington high school majorettes.



DENSITY OF THE HUGE CROWD at the Ford Oval is evident in this picture taken as Princess Elizabeth and the Duke of Edinburgh left the stand where 48 persons were presented. Throngs of cheering children and their parents, stern-visaged R.C.M.P.

officers, provincial police constables, soldiers, sailors and boy scouts also lined the route. Wherever they went in Windsor, the Royal couple found the crowds well-ordered yet warm in their welcome.

They Checked 1,140 Items 'To Be Sure'

There is a familiar expression—"a thousand and one details." Three days before the Royal visit to Ford, members of the company's central committee on arrangements went over a check list of final details, to make certain nothing was being overlooked. There were 1,140 separate items to be checked.

Adding a tremendously interesting touch of color to the program at Ford Oval was the marching and musical display, "Leamington on Parade," which kept the huge crowd entertained for almost 30 minutes. Some 140 flag-bearers, drum majorettes, buglers and bandmen took part.

Not many people know that Ford of Canada, which makes a business of producing land craft by the thousands, maintains a well-equipped sail loft in the Ideal building. Normally the staff is engaged in making and repairing tarpaulins, but they turned to, last week, to produce the attractive green canopies for the platforms at the reception area and Ford Oval. The millwrights built the framework in record time. Good weather made the canopies almost unnecessary, but they would have come in mighty handy in the event of rain.

The announcer at Ford Oval was genial Bob Oliver, assistant director of public relations, who was aided in handling the program details by Bill Dalglish and Bill Young, also of the P.R. division.

Ford's "Music Under the Stars" Band, directed by Phil Murphy, put in a full three-hour stint on the stand at Ford Oval and provided lively music to keep the crowd entertained.

When Princess Elizabeth bent over to sign the city guest book, she was handed a fountain pen which, after the fashion of all pens used on such occasions, refused to write. Art Ballantine was standing nearby and eagerly produced his pen, but before he could tender it the perverse official pen went into action. The signature of the Princess and Duke would have been less scratchy had Art's pen been used.

Comments such as that of Walter Thompson, dean of Canada's public relations men, were music to the ears of the central committee. "This is the best arrangement we have seen anywhere on the tour so far," said Mr. Thompson, after surveying the scene at the reception area. Mr. Thompson is in charge of all press liaison for the Royal tour and has travelled with the Princess since her arrival at Dorval.

And our plant protection men should push out their chests because of the comment of a high military official accompanying the Royal party: "They are the smartest looking police I've seen anywhere."

The company received warm thanks from invalids and elderly folk who were privileged to occupy a reserved parking area near the entrance to the oval. They had a close-up view of the Royal couple.

A party of dealers, members of their families and friends from towns and cities in Essex, Kent, Lambton and Middlesex saw the



ART HARRIS, chief maintenance engineer, who directed the work of the scores of maintenance men, painters, carpenters, millwrights and sign painters, did an outstanding job of preparing the plant for the Royal visit.

MAYOR THANKS FORD-CANADA

Mayor Arthur J. Reaume lost no time in conveying his personal thanks to Ford of Canada people who helped with arrangements for the Windsor visit of Princess Elizabeth and her husband, the Duke of Edinburgh.

The day after the Royal visit, Mayor Reaume wrote to Rhys M. Sale, president of Ford of Canada: "I did not want a day to pass without expressing to you my most sincere thanks and appreciation for the many things that you, the officials and employees of your company did in making the Royal visit to this city a tremendous success," said the mayor.

"Ford Motor of Canada played a most important part in preparing for this great day. Personally I shall never forget the many kindnesses extended to me and the members of the committee in charge of arrangements... by people connected with your great organization."

Royal couple at the oval at the company's invitation, and were entertained later at the Prince Edward Hotel. More than 30 members of the sales and advertising division staff looked after them.

The company's decorating crews lent a hand to businessmen and residents of the Drouillard-Trenton street area to give a colorful touch to the procession route.

The neat and shining display of plated parts in Plant 2 caught the eye of the Royal couple, according to observers.

Elizabeth Gets...

Continued from Page 4, Col. 2

gine assembly line was a picture of orderliness. There were other displays in Plant 4, and for the benefit of the visitors a body dangled in position above a chassis.

Moved At Snail's Pace

The entire seven-car Royal procession and its police escort moved through the factory area at a snail's pace, and only the plant protection men at the doors and an occasional newspaper photographer or reporter watched it pass. The staccato roar of two-score motorcycles echoed in the empty plants and it was impossible to overhear a word that was said, but passengers in the escorting cars reported on the obvious interest of the Royal couple in what they were seeing.

Every few seconds the Duke pointed to an engine or a machine or an overhead part that had caught his eye, and equally often the Princess called his attention to something on her side of the car. She addressed frequent questions to the Duke and their conversation was particularly animated in Plant 4, when they passed the assembly lines.

Visibility everywhere in the plants was excellent, with bright sunshine pouring into the windows and every electric light on, even in the offices. Yellow and black direction arrows were slung overhead in the aisles to point out the principal operations in each area.

Couple Disappointed

"Will your plant be in operation?" Her Royal Highness asked Ford of Canada's president, Rhys Sale, when he and Mrs. Sale were presented to her at the dockside reception platform.

"No, Your Highness, I am sorry to say it will not," Mr. Sale replied. The disappointment of both the Princess and Duke was apparent, but Mr. Sale had no opportunity to offer an explanation as he was carried along by the quickly-moving presentation line. He wanted to say that a holiday had been declared not only to permit every employee an opportunity to see the Royal couple, but to take their families to one of the big functions held in their honor. And, at any rate, the tight-packed timetable for the day would have permitted the visitors only a fleeting glimpse of the operations.

Proud Day For All Of Us

Monday, October 15, 1951, will go down as a proud day for Ford of Canada employees, for only once in a lifetime does a lovely princess and her gallant husband come for a visit. And the employees had demonstrated their pride in the best way they knew how, in showing their Royal guests the finest and tidest industrial plant in Canada.



TELLING CANADA OF WINDSOR'S WELCOME to the Royal couple were Bud Davies of Radio Station CKLW, left, and Bill Roberts, of CBE, who were at the ceremonies in the Ford Oval. Bud is also one of the announcers on the Ford of Canada radio program on CKLW each Sunday.



MASTER OF CEREMONIES for the proceedings at the Ford test track before and after Princess Elizabeth and the Duke of Edinburgh made their appearance was Bob Oliver, assistant director of public relations, right. He was assisted by Bill Young, of the public relations division, shown with him.



FORD OF CANADA'S HOSPITAL STAFF was out in force at the Ford Oval to render first aid when needed during the morning of the Royal visit. Fortunately their work was held to a minimum as serious accidents were avoided. Only three fainting cases and two minor cuts were treated.

Big Ford Oval 'Swallows Up' 50,000 Crowd

A crowd of 45,000 to 50,000 persons was literally swallowed up in the spaciousness of Ford Oval when Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh made their appearance October 15, although half the 60-acre space was given over for the parking of vehicles.

An accurate count was kept of the school children who ringed the inside of the track. There were several hundred more than the 14,000 predicted by school authorities of Windsor and district, probably because the summery weather had its influence upon both parents and children. An estimate of the adult crowd was more difficult. They stood 20 to 25 deep along the 1,000-foot roadway behind the platform. They were eight or ten deep at all the favorite vantage points around the outside of the track. They jammed in a tight crowd at the Seminole street entrance. All in all, the crowd was probably the largest in any one place in the city.

Precautions Unnecessary

Elaborate precautions had been taken by civic and company authorities against the traffic jams and delays that seemed almost inevitable in handling so many people, but many of the safeguards proved unnecessary. From the moment the gates opened to the public at 8 a.m., vehicles and pedestrians surged into the grounds, but in such an orderly, smooth fashion that seasoned police veterans gaped in awe. In all their experience they had never handled so many people with such small trouble.

By 9 a.m. the huge area reserved for the parking of Ford employee cars was filled with an estimated 2,300 vehicles. Late arrivals had to find space outside. More than 50 big buses and between 500 and 600 automobiles brought school children to the oval and parked on the southwest sector of the oval.

Only One Mix-up

City children marched into the grounds and took their places at designated sections of the track with a minimum of fuss. Pupils from outside points were driven to their locations. Only once was there a minor mix-up, when children from one city school got into the wrong location.

Dr. M. F. McGavin and a staff of nurses and attendants manned a first aid and lost children tent, and

Television, Radio Depict Royal Visit To Ford of Canada

Ford of Canada was on television for the first time Oct. 15.

A number of scenes of the reception for Their Royal Highnesses on the lawn opposite the Power House, and pictures of the events at Ford Oval, were included in a film record of the Windsor visit transmitted over WXYZ-TV at 10:30 p.m. October 15. The unusual quality of the sandpile caught the eye of the photographer and figured prominently in several shots. There also were night scenes taken when the Royal train arrived.

Radio stations CKLW and CBE carried full descriptions of all events at Ford, and partial descriptions were carried over the CBC network and broadcast as well over the international service to Great Britain and overseas commonwealths. At 10:30 that evening the CBC gave an excellent summary of the Windsor visit.

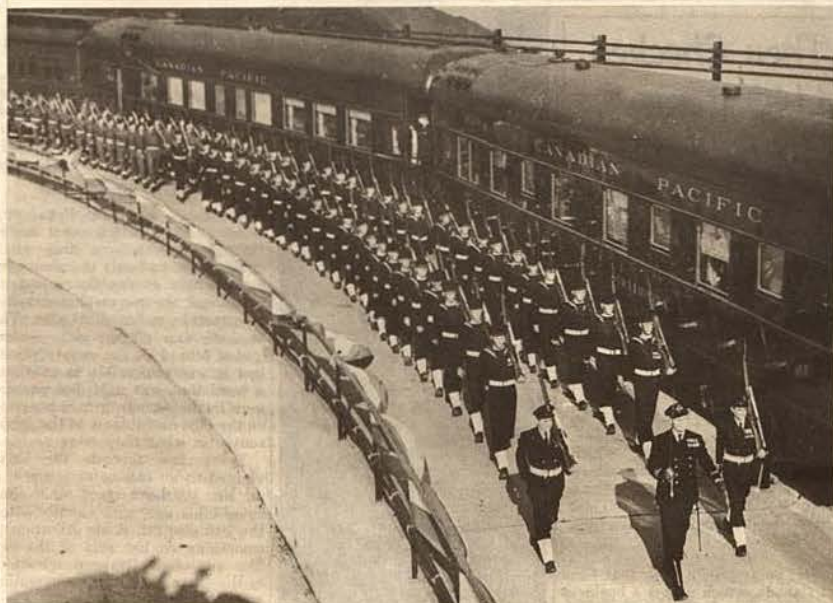
an ambulance stood by in case of emergency, but there were few calls upon their services.

Efficient Police Work

The efficiency with which traffic and crowd control was handled was a tribute not only to skilful advance planning by Adam Bruce, chief of Ford of Canada's plant protection force, and others, but to the smooth co-ordination of city and provincial police, R.C.M.P. and Frontiersmen with Ford of Canada's protection staff.

Much of the credit, however, was due to the teachers and senior pupils in charge of the school groups, and to the good sense of the adults. Warned in advance by Announcer Bob Oliver that it would be to the advantage of all concerned to hold to their places, members of the huge crowd did not surge wildly from one section of the grounds to another, as has been common at many points visited by the royal couple. There was some movement toward the platform when the Princess appeared, but most of the children stayed where they were.

A squad of 40 motorcycle police from Detroit, preceding the royal procession around the track, did a magnificent job of keeping the crowd in line. The result was that both children and adults had a closeup view.



SWINGING OUT SMARTLY the guard of honor passes the Royal train en route to the civic reception area. Five cars were on the Ford siding, the one at right of the picture being the home-on-wheels of the Princess and Duke during their Canadian tour. A diner and cars for the Royal entourage were also on the train.



OLD ARMY BUDDIES talking things over at the rehearsal for the Royal visit were President Rhys Sale, centre, and Pipe Major Jock Copland, second from left. Mr. Sale and Pipe Major Copland were in the 241st Battalion together in the First World War. Other Ford men in the Essex Scottish band are, from left: Bill Virtue, Bill Williamson, Bob Copland, Andy Adamson, Bill Crapper and John McLellan.



DIGNIFIED AND EFFECTIVE decorations were on all Ford gates along the Royal route. Typical is the gate to the test track where an arch was erected and hung with bunting, surmounted by the Royal crest and Union Jack.



SOLDIERS, SAILORS, BUSES AND ARMY VEHICLES pass through the lines of sparkling Ford and Mercury trucks en route from Plant 4 to the Ford Oval during the Royal visit. Gleaming new cars were also drawn up along the way so Their Royal Highnesses could see the products of the Ford factory. The tour through the plants took eight minutes.



HON. JOHN McEWEN, left, Australia's minister for commerce and agriculture, is pictured here chatting with Ford president Rhys M. Sale, during a recent visit to Ford of Canada. During his visit Mr. McEwen told of his country's keen interest in the \$14,000,000 expansion program being undertaken by Ford-Australia.

Ford-Australia Expansion Has Government's Approval

The recently announced \$14,000,000 program for the expansion of manufacturing facilities at Ford Motor Company of Australia, wholly-owned subsidiary of Ford of Canada, is a matter of keen interest to the government of that country.

"This program was undertaken with the encouragement of our government, which attaches a great deal of importance to Ford of Australia in our economic development," said Hon. John McEwen, minister for commerce and agriculture, a recent visitor at Ford of Canada.

Noting that a considerable portion of the expenditure is for facilities for the manufacture of the latest type Ford V8 engines, the minister said this would be the means of providing his country with an engine very important to military defence vehicles.

M.P. Since 1937

Mr. McEwen, who has been a member of parliament since 1937, and has held a variety of portfolios while his party has been in power (1937-41, and again since 1949), brings first-hand experience to his present post. He modestly confesses to being "a sheep farmer" operating a 4,500-acre farm 110 miles north of Melbourne, on which he has some 8,000 sheep and 800 acres of grain crops.

"In the last 25 years," he explained, "the horse has passed from the status of prime motive power on our farms almost completely into the discard. It is difficult to think of our farm operations now except in terms of the tractor and the motor truck."

"It seems to me that Australia is developing very much along the same lines as has Canada," he continued. "Like Canada, Australia is a country of vast area, basically a British community, built in the first place around agricultural and pastoral industries and mining; and latterly developing in the field of secondary industries. One difference between the two countries, however, is the fact that one industry dominates our economy, namely the wool industry."

Mr. McEwen visited Rhys M. Sale, president of Ford of Canada,

and officials of the overseas operations division while en route home from England where he successfully negotiated an agreement to sell surplus Australian meat to the United Kingdom during the next 15 years. He said his country will also continue to sell some Australian beef and lamb to Canada as has been the case during the past two years.

Accompanied by Mrs. McEwen, the minister is also calling on governmental authorities in the United States before leaving this continent for Australia.

Bill Wyatt Gets Supervisory Post In P. & A. Division

Appointment of William G. Wyatt as supervisor in the machine accounting, controller's department, parts and accessories division, was announced, effective October 1, by R. J. Cooke, manager, machine accounting, in the division.

Bill Wyatt joined Ford of Canada in 1935 after receiving his education at public schools, Walkerville Collegiate and Assumption College in Windsor. His first job was in the stock department. In 1937 he was transferred to production planning and in 1939 to payroll, where he stayed until 1948.

He then left the company for two years, returning to the payroll department in the fall of 1950, remaining there until his present appointment.

Bill is married and has no children. His hobbies include golf and his studies. At present he is taking an advanced accounting course at the Walsh Accounting School in Detroit.



Bill Wyatt

Plant-Wide Savings Bond Drive Begins

Canada savings bonds, so popular with Ford people that they bought more than \$6,600,000 worth in the past three years, are again being made available to employees at their work, during a two-week, plant-wide campaign scheduled to commence on Monday, October 22.

The current issue is the sixth series announced by the Canadian government, and two important variations from previous issues are emphasized.

First, whereas in previous years an individual might purchase only up to \$1,000 worth of bonds in his own name, this year the individual subscription may run as high as \$5,000.

Secondly, while the interest rate on the 1950 series, for example, was set at a flat 2% per cent, the sixth series bonds pay a substantially higher rate of interest if held to maturity. Interest climbs from a rate of 2 per cent per year during the first 21 months, to a maximum of 3.5 per cent in the 10th year when the bond matures.

Payroll Deduction Service

Plans for the 1951 plant-wide campaign were laid at a meeting of the employees' central committee, under the chairmanship of John H. Sexton, employee services manager, held October 17, which was attended also by company management and union representatives. The canvass was launched with a meeting of central committee, plant and department captains on Monday, October 22, at which Gregory G. Kew, vice president—finance, was the chief speaker.

At the first meeting, it was announced that the company's usual payroll deduction service would again function to accommodate employees who wished to subscribe for bonds and pay for them on an instalment basis. It was decided that the campaign objective would be \$1,500,000.

Football League Opens Play Oct. 27

The four-team Ford Touch Football League will swing into action October 27 at the test track. The official opening date was originally set for October 13 but was postponed because of the impending visit of the Royal couple.

Two games will be played each Saturday morning starting at 9:30 and 11 a.m., rain, snow or shine. The schedule will be completed after each team has played the other teams twice. Teams have been entered by the Trade School, Sales Division, Juniors and Tool Room.

Two Ford Men Help Plan Poppy Sale

As members of the Windsor Poppy Fund Central Committee, Art Southerst and Jack Burrows, both of production planning department, are currently engaged in helping complete plans for the coming sale of poppies in Windsor.

The sale of the small, red flowers which have come to symbolize the sacrifice made on the battlefields by Canadian soldiers will be held this year on Saturday, November 10.



OCTOBER 5 was an important day for Tom Haggart, seated, of the labor department. Not only was it his 72nd birthday, but it also marked his retirement from Ford of Canada after 18 years of service. To commemorate his retirement Tom was presented with a billfold and a nice new dollar bill for each year of his service. Making the presentation on behalf of labor department employees was Tom's son, David, extreme left, who is also employed in labor department.

Accidents Show Decline During October Campaign

While "No Accident Month" was just at the half-way mark when Graphic went to press there is an "encouraging response" to the appeal for safe operation of our business, according to Dave Smith, Ford of Canada's safety manager.

Seven lost time accidents had been reported to the safety department since October 1. These were a fractured ankle, a fractured toe, one case of dermatitis, one electric shock and three strained backs.

In the electric shock case it is pointed out that the work being done by the injured man should have been done by an electrician. The man whose big toe was fractured suffered his injury when a die plate fell when being handled by an overhead crane.



"These incidents in particular prove that safety rules are not a lot of red tape, they're guide posts that point the road to freedom from accidents and injury," Dave said.

These safety rules are made only after a careful study of accidents which have occurred both in Ford of Canada and other companies. The nature of the various accidents, what caused them, the length of time off work because of injury and many other factors are given careful consideration.

These studies reveal the places where accidents happen and the thinking—or lack of thinking—that causes them. With this information in hand, the rules are then made to protect employees.

The value of these rules can be learned from employees who avoided crushed feet because they wore

safety shoes; or employees who are able to read the comics or see the beauties of nature because their safety glasses stopped pieces of flying metal that could have cut out their eyes.

"People are paying more attention to safety rules, particularly during 'No Accident Month,'" Dave said, "and we are confident that this will result in a lower accident rate not only this month but in the months following."

"However, the full effect of this safety drive will not be known until the actual lost time is figured on all the accidents that have occurred and might occur."

"But we can expect this rate to continue dropping as long as people will accept safety rules, not as red tape, but as life lines that can keep a man from hours of pain and suffering."

Swann Appointed To Service Dept. Supervisory Ranks

The appointment of Thomas E. Swann as supervisor, technical standards section, service department, has been announced by Sid Swallow, department manager.



T. E. Swann

Tom comes to home office from Winnipeg where, since joining the company in 1949, he has been Mercury - Lincoln - Meteor service representative. Before coming to Ford of Canada he was instructor of automobile theories and repairs at Manitoba Technical Institute, Winnipeg. During the war Tom served five years overseas as a member of the R.C.E.M.E. and as an instructor with Canadian Military Headquarters.

Mr. and Mrs. Swann have three children, Bert 11, Barbara 6, and Wilma 5. Tom is a member of the Society of Automotive Engineers and of the R.C.E.M.E. Reserve.



THEIR BEST WISHES for a happy retirement along with a wallet to commemorate the event were presented to Duncan MacLellan, centre, piston department, when he retired October 10. The presentation was made by Edwin Girard, left.



TWO PRESENTATIONS were made in general stores on October 5 to mark the retirements of Sam Doke, centre, and Art Morand, right. A. J. Norman, left, assistant superintendent, general stores, made the presentations. Sam had been with the company for 34 years when he retired in October, last year. He had been in ill-health since then until just recently. Art, who retired October 5, joined Ford of Canada in January 1930.



AFTER MORE THAN 43 YEARS with Ford of Canada, George Perreault, right, retired September 28. He received a gift from fellow employees in the tool room, presented by Jack Blackburn. George's son, Sid, a Ford employee for 18 years, is at left.



TWO PRESENTATIONS were made in the tool room September 26, when D. A. Bacon, second from left, and J. E. Crough, right, retired. Joe Croson, left, presented wallets to the men on behalf of their fellow employees. Al Bacon had been with the company 19 years and John Crough had 32 years' service.

New Orders Help Recall Of 950 Men

Approximately 950 Ford of Canada employees who were laid off August 31, are now back at work as increased car and truck orders for the South American market have called for expanded production schedules in the plants.

"We announced on September 21 that orders for the supply of several thousand cars and trucks for the South American market would make it possible for our plant to return to five-day-week operation effective October 1," said Robert S. Bridge, vice president—manufacturing. "At that time we did not anticipate that it would be possible to recall men now on lay-off, but we are happy to announce that additional orders from South America made it necessary for us to increase our daily production schedules. The new schedules went into effect on October 16. We now have about 8,750 hourly-rated employees on our rolls."

Wood Appointed Buyer of Army Truck Material

The appointment of W. B. "Bev" Wood as buyer in charge of the newly-created special products department in the purchasing division, has been announced by A. S. Harrison, general purchasing agent. The new department will facilitate the buying of materials for the army trucks to be manufactured shortly by Ford of Canada.

Bev began his Ford of Canada employment in 1941 as a Trade School student. He interrupted his studies in 1943 to enlist in the R.C.A.F. In 1945 he resumed his schooling and graduated from the Trade School the following year. After spending two years in the main tool room Bev transferred to the purchasing division in 1948.

During his war service Bev was a pilot and since his discharge has kept active in flying as a member of the Windsor Flying Club. He has also entered community service and is a councillor in the Village of St. Clair Beach.



Bev Wood

Company Must Plan Far Into Future—Kew

Management thinking at Ford of Canada is predicated "not upon what business is like today but upon our best forecasts as to the demand for our products a year, five years, or even 10 years hence," Gregory G. Kew, vice president—finance, told a meeting of the London Executives' Association on October 11.

"We have no doubt whatever that, barring some calamity such as total war, the years to come have undreamed of opportunities in store for Canada, for Canadians, and for our company," he declared in the course of an address entitled "The Shadow of Two Men."

Shadow of Two Men

Expanding upon the quotation of Waldo Emerson, "An institution is the lengthened shadow of one man," Mr. Kew said the Ford organization is the blended shadows of two men. He was referring to the late Henry Ford, and his grandson, Henry Ford II.

Dealing with the early struggles of Henry Ford to produce a car for the masses, Mr. Kew told of the long and costly court battle Mr. Ford had carried on to defeat George B. Selden, a lawyer who had acquired a patent which claimed to cover all gasoline-driven vehicles.

"Most of the early automobile manufacturers accepted what they believed to be inevitable, became licensees under Selden's patent, and formed an association for the pooling of their patents. Henry Ford, the non-conformist, refused to recognize the validity of the Selden patent," Mr. Kew recalled.

After two years the U.S. Supreme Court had handed down its decision that the Selden patent had not been infringed by Mr. Ford. "We shall never know how great was the significance of that decision," said Mr. Kew. "Certainly it is quite conceivable that had Henry Ford conformed like everyone else, the industry would still be tied to a monopoly set-up, and almost without exception monopoly control has shackled progress. Perhaps if the learned judges had

upheld the Selden claim, Henry Ford would never have succeeded in putting the world on wheels and the introduction of mass production methods in the motor car industry might have been delayed for years.

"Today," Mr. Kew continued, "another Ford name has become synonymous with automotive progress, that of Henry Ford II. His grandfather built a vast empire as a rugged individualist. The third generation has brought to his post an outstanding gift for welding together an effective executive team. He has breathed into the whole Ford organization, not only in the United States, but even in the far corners of the earth, a new vitality, a fresh surge of enthusiasm.

Ford-Canada Benefits

"Naturally," he said, "both by birthright and geography, the activities and attitudes of the Canadian Ford Company are closely integrated with those of the American company. We benefit by the skills of their designers, engineers and craftsmen. Their market experience is so broad we can adopt practices and ideas for use in Canada. But always we have to shape our policies and operations to the particular needs and conditions of Canada.

"For almost half a century Ford of Canada has set its course and matched its growth with those of Canada itself. It is now abundantly clear that our country has entered upon a promising period of resource development that will accelerate our population growth, our industrial expansion, our national progress. Ford of Canada is looking to the future and has embarked upon a long range program of expansion and modernization of productive and other facilities."

Death Takes 7 Ford Men

David Crawford, an employee of the body punch press department, died October 15. Mr. Crawford, 69, had been a company employee since 1942. He lived on Arthur road.

Frederick J. Doyle, 60, London street, west, died October 13. Mr. Doyle was employed in the inspection department. He joined the company in 1940.

With Ford of Canada since 1935, Whitworth Schmid, 49, died October 8. Mr. Schmid was employed as cribman in general stores. He lived on Meldrum road.

William C. Ham, 55, Wyandotte street, east, died October 5. Mr. Ham was employed in rear axle parts department. He had been with the company since 1928.

An employee of the truck final assembly line, George Willey, 73, died October 5. Mr. Willey had been with Ford of Canada since 1940. He lived on Pelissier street.

Peter Hodymiak, an employee of the Calgary Parts Depot, died October 5. Mr. Hodymiak, 32, had been with the company since 1949. He had not worked since July.

Wiley Hurst, a resident of Harrow and a Ford of Canada employee since 1943, died October 3. Mr. Hurst was employed in the body punch press department.

Ford Male Singers Need New Talent

Are there any second tenors on the loose among Ford of Canada employees? If there are the Ford Male Singers will welcome them with wide open mouths.

There is also room for some resounding bathtub baritones or even bumbling basses as the singers start rehearsal for their winter season. Rehearsals start October 24 for the first major concert and all men who like to sing are urged to call Doug Bays at Local 813 and arrange to attend future practice sessions.

42 Ford Employees Will Take Part In Speech Course

The seventh speech course to be sponsored for its employees by Ford of Canada will get underway October 22 under the direction of W. C. "Bill" Wright, of Toronto.

Assisting Mr. Wright as course director will be Doug Mackie, manager, guest relations department. Bill Young, public relations division, will act as course secretary.

Forty-two employees representing each division of the company will take part in the eight weekly meetings. The course is designed to give employees an opportunity to develop their ability to speak in public.



MEMBERS OF THE FORD GIRLS' CLUB are rapidly bringing to completion the plans for their second annual "Fall Fan-Tasy" dance to be held November 2 at Lakewood Golf Club. Pictured above admiring one of the large fans which will be the theme of the decorations are, from left: Mary Lauer, ticket convener, and club member Terry Tomolillo.

Varied Fare To Be Heard On Air Show

Listeners to Ford Theatre are in for a varied fare in the next several weeks as Producer Alan Savage brings them some of the finest radio adaptations of outstanding dramas, comedies and fantasies.

On October 19 "On Borrowed Time," a fantasy written by Paul Osborn and adapted for radio by Nancy Moore will be heard across Canada.

The playbill for October 26 is "The Uninvited" and is in keeping with the time of year. It is a ghost story and between shudders tells the tale of a haunted house and of the ghosts of two women who seem still to live in it. This is the first ghost story ever done on Ford Theatre and was adapted for radio by Max Shoub of Montreal.

On November 2 Ford Theatre will present "The Curious Savage," a sensitive, heart-warming comedy. The play is the latest work from the pen of John Patrick, author of "The Hasty Heart," one of last year's most popular productions.

Ford Tool Men Plan Masquerade Party, November 2

Ghosts and goblins will prow the quarters of the Windsor Sportsmen's Club, November 2, when members of the Ford Tool Room Social Club stage their third annual Hallowe'en Masquerade Party.

Special prizes will be awarded to the wearers of the best comic, most original and best couple costumes. Bill Allard, Ray Barnes and Ted Walker are the committee in charge of all arrangements.

Department Moved

The processing of all parts orders from overseas territories has been transferred from parts and accessories division to overseas operations division. A corresponding transfer of staff members has also been made. The change was announced September 26 by Quentin C. McLaughlin, manager, parts and service department, overseas division.

G. W. "Gill" Farrell will continue as supervisor of the group which will now be known as parts section, parts and service department, overseas operations division.

MAN and HIS MACHINE



Harry Isherwood

Harry Gives Ring Gears Complete Dental Treatment

The work performed by Harry Isherwood, motor castings department, Plant 2, contributes greatly to those smooth engine starts enjoyed by the owners of Ford of Canada-built cars and trucks.

Harry operates two Cleveland gear hobbing machines that cut 112 teeth in each flywheel ring gear. These are the gears which mesh with the starting mechanism gear to crank the engine in starting.

16 Teeth In Gear

Each machine cuts teeth in 16 ring gears at a time. An interesting feature of these machines is the expanding arbors on which the gears are held while the teeth are being cut. Each arbor is cam operated and automatically expands to apply even pressure to each ring during the operation. This helps insure that the teeth will be machined to precision limits.

Harry is a former utility man and at one time or another has operated nearly every machine in his department. He has been on his present operation for the past two years and says it is a good example of the way the company

is constantly improving its machinery. "These two machines are fully automatic and do all the work," Harry says. "The ones we used before we got these new ones needed more hand work and constant attention on the part of the operator. We used to tighten the gears on the arbors by hand and it was more difficult to hold size. Keeping within our limits with these new jobs is a cinch."

Harry has been with the company since 1940. He is married and owns his home on Lakeview avenue, Riverside. Before coming to Ford of Canada he was employed as a trucker in Dauphin, Manitoba, his birthplace. From 1924 until 1930 he was employed on the final assembly line at the Rouge plant in Dearborn.

Dreams of Farm

One of Harry's most cherished ambitions is to own a farm. "I was born on a farm in Manitoba and I think it's the ideal place for a man with a large family. Four of our eight children are boys so I would have plenty of help. I also think that a farm is a much better place than a city to raise children," he said.



A SMALL FARM just big enough to keep one man comfortably busy is in the immediate plans of Armand Cloutier, right centre, who retired from Ford of Canada service October 9. On behalf of Armand's fellow employees in service pack department, John Boudreau, left centre, presented him with a wallet and cash.

LITTLE JOE



If you'd avoid . . .



backaches and pain . . .



bend the knees . . .



and ease the strain . . .

MEAL TIME

Mrs. Wakefield Recommends Easy-to-Make Date Squares

Date Squares

An easy-to-make recipe that is good for dessert or a between-meal snack describes the date squares made by Mrs. Vernon H. Wakefield, 527 Rankin.

Vern, who works in the labor department, enjoys the date mixture and so do the three Wakefield children, Joan 14, Jean 7 and 3-year-old Donny.

- 1 lb. dates;
- 2 cups flour;
- 2½ cups rolled oats;
- ½ tsp. baking powder;
- 1 cup brown sugar;
- ¾ cup corn oil;
- 1 tsp. vanilla.

Cover the dates with warm water and let cool, then mash to a pulp.

Add the vanilla to the corn oil, then mix in the dry ingredients until all have been absorbed. Press one-half the mixture into a shallow greased baking pan, as smoothly as possible. Then spread on the date mixture. The remainder of the flour mixture is then spread over the dates. Bake in a moderate oven.



Mrs. Wakefield

Stuffed Tomatoes

Around the home of William Wagner, production stock, 1032 Dawson Road, stuffed tomatoes are a prime mealtime favorite. Mrs. Wagner says Bill can handle two or three at a sitting while she, Philip 7, and Diane 4, are good for at least one each.



Mrs. Wagner

The fifth member of the Wagner family doesn't think much of stuffed tomatoes, possibly because she's just seven weeks old.

- 6 medium-sized tomatoes;
- 2 tbsp. butter;
- ½ tbsp. finely chopped onions;
- ½ cup soft bread crumbs;
- 1 egg (slightly beaten).

Wipe the tomatoes and remove a thin slice from the stem end. Remove the seeds and pulp and sprinkle inside of the tomatoes with salt, invert and let stand for 30 minutes.

Cook the butter and onion for five minutes, then add the bread crumbs, tomato pulp and salt and pepper to taste. Cook for five minutes, then add the egg and cook for one more minute. Fill the tomato shells with the mixture, place in a buttered pan and sprinkle with buttered cracker crumbs. Bake 20 minutes in a moderate oven, about 350 degrees.



A BIT OF INDIVIDUAL INSTRUCTION in proper use of the telephone is given Margaret McArthur, parts and accessories division, by, from left: Keith McShane, E. Murray Leahey, supervisor, training department, industrial relations division, and Bob Irving. P. & A. staff was given a course in telephony October 9-11, during which almost all division employees were instructed in proper telephone use.

Training Program For Ford Women Now in Progress

First classes in a training program for Ford of Canada female employees are now in progress in the training department, industrial relations division.

These classes are in the form of a co-ordinated series of lectures, films and conference discussions on various phases of office activities. Subjects to be covered include business correspondence and letter layout; punctuation, spelling and grammar; checking copy for accuracy; advanced typing techniques and shortcuts; filing; profitable use of spare time in the office; department; telephony, speech improvement, and a tenth subject yet to be named.

One month will be given to each subject and a further two months, at the end of the courses, to a review of what has been learned.

The program is planned so that each subject will take up just 1.6 hours of an employee's time during the month. It is open to all female employees on the recommendation of their immediate supervisors.

Berryman Named Manager, P. & A. Sales Training

The appointment of Lloyd F. Berryman as manager, sales training department, parts and accessories division, has been announced by Don Hutchings, general sales manager of the division.

Lloyd joined the company earlier this year as parts and accessories sales representative in the Niagara Peninsula district. Before coming to Ford of Canada he was employed for 11 years with Firestone Tire and Rubber Company in production, personnel and sales work. During the war Lloyd was a member of the R.C.A.F. and served two years as a Spitfire pilot with the 412 Fighter Squadron.

In his new duties Lloyd will direct and plan sales training campaigns for parts and accessories sales representatives and dealer personnel. His department will be responsible for the development of printed matter, slide films and records required in sales training meetings and conferences.



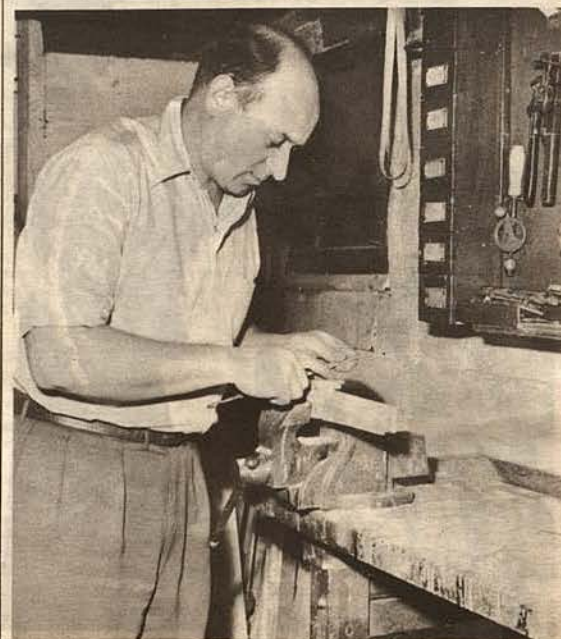
L. Berryman

Honeymooners See Royal Couple In Three Cities

Don Berry, public relations division, and Mrs. Berry were rapidly becoming experts on greeting royalty during the triumphal Ontario tour of Princess Elizabeth and the Duke of Edinburgh.

Don and Mrs. Berry were married on September 29. During their honeymoon they cheered the Princess and Duke in Ottawa, viewed them twice again in Toronto and when the Royal couple visited Windsor, Don was once more in a vantage spot to see them enter and leave the Ford of Canada Oval.

THE KIDS LOVE HIM



AT WORK IN HIS BASEMENT SHOP, Alex Rock, passenger final assembly, turns out furniture for his home, toys for his children, or models of boats, automobiles or airplanes.

Toys, Furniture and Guns Make Alex Rock "Mr. Big"

"When I was five years old I built a doll-table for my first girl," said Alex Rock, passenger final assembly, when asked when he started his hobby of making models. Since that time, Alex has been a one-man assembly line of toys and furniture.

His hobby has the enthusiastic approval of Mrs. Rock and the three Rock children, Dick 8, Sandra 4, and Denny 2. "It suits me fine," said Mrs. Rock. "While he's working in the basement he can be the baby sitter without any trouble at all."

But baby-sitting isn't the only happy by-product of his hobby. In his basement workshop Alex has turned out some beautifully finished furniture for his home and in the past five years has remodelled every room in the house.

Space Saver

"My wife is the idea guy on these jobs," Alex explained. "She figures out what she wants and I make it." Typical is the job he did in the kitchen. It's a small kitchen and trying to get a table in there left little room to move around. So Mrs. Rock decided a counter along two walls, in an L-shape, might do the trick.

Alex built the counter and five stools and the entire family can now sit down together for meals and still have plenty of room for refrigerator, stove, sink and kitchen cabinets.

Alex's own children plus several nieces and nephews and practically all the kids in the block figure he's really "Mr. Big." At Christmas time the Rock youngsters can look forward to toys better than they can get in the stores.

Alex has built wooden rifles with a firing device of his own design and Dick and his young cousins are about the only kids around who have rifles that will shoot off caps. And the rifles look like the real thing, too.

Model Racing Cars

Alex has also built two model racing cars that were the envy of the neighborhood when Dickie tried them out, pedalling gaily down the street. The cars are complete with springs and brakes and Alex

now plans to put a one-horsepower motor into one of them.

While Alex's model of Miss Canada IV took a first prize and his model automobile was third in the Ford Employee's Hobby Show, this is about the first time he has entered his work in competition for years. He says he is more interested in making things than in entering contests.

However, he recalled the first prize he ever won for a model. When he was eight years old, he won a model aircraft building prize at the Y.M.C.A. "I didn't bother to go around to pick up the prize, though," he said. "It was a free ride in an airplane and I don't want to have anything to do with getting off the ground."

Started Young

He has been interested in wood-working almost since he can remember. "When I was very young I used to visit my grandfathers, and both of them were carpenters. So, they would give me their old tools and I started in to use them."

Even while he was in the army, Alex didn't give up his hobby although it was somewhat restricted. Among his wartime souvenirs is a vicious-looking dagger he made from a piece of Sheffield steel he picked up while in England.

Alex's next major project is a model of Slo-Mo-Shun, Stan Sayres' record-breaking speedboat. Alex has had a couple of letters from Mr. Sayres, who sent him plans of the boat, and hopes to see pictures of the finished job.

Alex joined Ford of Canada in 1940, working in the truck department. Two years later he joined the army and served in the armored corps until 1946, seeing action in France, Germany and Holland during his three years overseas. He returned to Ford on his discharge and has been in passenger final assembly ever since.

PREPARE FOR WINTER

One of Every Three Cars Faulty—How About Yours?

By HARRY H. COOK,
Assistant Service Manager,
Ford of Canada.

Many reasons have been offered why your car needs a winter changeover. Such things as comfort, economy and convenience have been suggested but the most important reason of all is one that is seldom mentioned—safety.

The rate at which fatal accidents are increasing will make 1951 a record year. Many of these accidents are attributable to improper or incomplete maintenance of passenger cars and trucks. And part of this is the fault of owners who do not pay attention to the needs of their cars and trucks.

Last May, there was a national safety drive in the United States and a record was made of cars and trucks checked. One out of every three vehicles checked was found to need attention to one or more parts affecting safe operation.

Five-Way Check

Your car requires a complete five-way-winterizing service now. A service of this kind includes a lot more than anti-freeze and oil change. Safety items must be checked as well. The important items include:

Lubrication—Winter grade lubricants are used throughout. Engine, transmission, rear axle, air filters, all are examined and the oil changed as necessary. Fresh lubricant in all fittings is used to force out dirt and water, thus keeping corrosion and wear to a minimum.

Battery—Approximately 25 per cent of all emergency breakdowns last year were caused by the battery. Now is the time to give your battery a "capacity" check and at the same time a "slow" charge should be given to put it in the best of condition.

Cooling—Not only is anti-freeze an essential throughout Canada, but we also have to be sure that the cooling system is ready for it. Hose clamps must be tight and the hose sound. The fan belt should be properly adjusted and the radiator checked. These are basic items which should be regularly inspected. Thermostats are also

part of this examination and if doubt exists about their operations they should be removed and tested.

Brakes—Everyone realizes the importance of good brakes, yet during the safety program last May, brakes led the list with one vehicle in 10 requiring maintenance of the brake system.

Tires—Safe traction is something everyone will agree is necessary on slippery wintery roads, but many owners fail to examine theirs regularly. In order to have economical retreading done, if need be, some signs of the old tread should be still visible. Don't drive until the fabric is showing and then expect to have a retreading operation done.

Lights—With more hours of darkness every day during the winter, poor lights are dangerous. To prevent accidents have all the lights on your car or truck examined now, including tail lights, stoplights and turn indicators. Install replacement bulbs wherever you find one that is not burning.

Exhaust system—With cars running most of the time during the winter with the windows up, a quick checkover of the exhaust system may save a life later. Do it from under the car and then you will know if there are any leaks and will be able to take steps to have them corrected immediately.

Windshield wipers—Clear vision is essential and here the wipers are vitally important. Look at the wiper blades. One in which the rubber is wavy or has hardened will not clean the windshield and needs to be replaced. The windshield wiper motor should be checked too. It should be capable of driving the wiper blades 100 single strokes a minute on a dry windshield when the engine is idling, otherwise it needs cleaning or a complete overhaul.

It Pays Dividends

Further to the many safety items every owner will want to be sure his engine will start and run properly in freezing weather. Briefly you should think about spark plugs, distributor points, high tension wiring, water in the gasoline tank, dirt and water in the fuel pump, flexible fuel lines and oil filter lines and gaskets. Yes, it is quite a chore to prepare a car for the ravages of winter but it does pay off in real safety dividends. See that yours is looked after today.

Transfer Four Men To Export Shipping

The addition of four supervisors in the export vehicle shipping department has been announced by Arthur Graham, shipping superintendent.

Frank Ednie, formerly group foreman in final assembly, has been named group foreman on the S.K.D. (semi knocked down) line. George Mathews, also from final assembly supervisory ranks, becomes group foreman on C.K.D. (completely knocked down) line. G. L. McGrath and Joseph Martin, formerly group foremen on the trim line, assume that same rank in miscellaneous and axle pack section and wheel, fender and hood packing section respectively.

Ski Club Holds First Fall Meeting

While most Ford of Canada employees are hoping that snow and cold weather are still far off members of the Ford Ski Club held their first meeting of the new season recently.

Guest speaker at the club's opening session was Pete Peterson, 1951 Ontario ski jumping champion. Mr. Peterson advised members on the purchase and use of ski equipment and answered questions on various aspects of the sport. Moving pictures of skiing in Norway were also shown.

All Ford of Canada employees interested in skiing are invited to attend any of the club meetings.

Daphne McLaren And Ken Pickthall Win Tennis Titles

A long, drawn out five-set match featured the men's doubles finals in the Ford Tennis Club with Jim Daly, sales, and Ken Pickthall, mailing, outlasting Bernard Hastings and Ed Jamieson, both of sales, to win the championship 6-3, 6-3, 3-6, 5-7, 6-2.

Ken Pickthall is also the men's singles champion, winning the title in a four-set match with Roy Bolland, automotive engineering, 2-6, 7-5, 6-3, 6-4.

In the women's tournament, Daphne McLaren, legal, won the championship with a 6-3, 6-4 win over Barbara Parkinson, billing and cashiers.

Trophies will be presented to the prize winners at a banquet to be held at the Rendezvous October 26.

The executive of the tennis club reports it is well pleased with the first year of operations. The courts at George Avenue park were in constant use throughout the summer as Ford people took advantage of the opportunity to play tennis.

There are no definite plans for next year but the club expects to be back in business and hopes for a larger membership and more competition.



AS THE WORLD SERIES broadcasts came over the radio from New York, Bill Dalgleish, public relations division, sat in Ford of Canada's radio room preparing summaries of the action for rebroadcast through Ford plants. At two o'clock each game day Bill gave a 10-minute review of the first hour of play and at the end of each inning thereafter gave the scores. Then, when the game was over, he summarized the highlights.



CHAMPIONS OF THE FORD TENNIS CLUB are Daphne McLaren, legal, who won the ladies' singles title, and Jim Daly, sales, and Ken Pickthall, mailing, winners of the men's doubles. Ken also won the men's singles championship.



JUSTLY PROUD of their new bowling shirts are these members of Production Planning No. 1 bowling team. Besides their attractive appearance the shirts give the bowlers the honor of being the first team in the 25-year history of the Ford Five Pin Bowling League to be so attired. There is also a nice little story behind the purchase of the garments. Several years ago team member George Atkins remarked: "Fellows, if we ever win the championship of this league I'll buy the team new shirts." Well, last year the team finished in first place and the bowlers held George to his promise. Pictured from left to right, are: Cec Rickerby, Harry Israel, Captain Murray Sinclair, Norm Clark and George Atkins.

THRONGS SEE PRINCESS IN LINCOLN

It's 'Lead' Car In Many Cities On Trip West

As the Royal procession moved through the streets of many cities across the country, vast throngs of Canadians saw Princess Elizabeth and the Duke of Edinburgh riding in gleaming new Lincoln convertibles.

For weeks beforehand, Ford of Canada had been planning the thousand-and-one details of preparing the cars for Royal service, fitting them with special equipment, transporting them to Royal visit cities and arranging for servicing from coast to coast.

When the first cavalcade of cars drove away from Dorval Airport, Montreal, after the arrival of the Royal couple in Canada, Ford of Canada servicemen felt that all the work had been well worth while. The shiny, streamlined Lincolns drew many expressions of admiration from the crowd.

Pictures of the Royal couple riding in the Ford-built cars, which appeared in newspapers across Canada, may well bring a thrill of pride to Ford men and women.

The three major Canadian automobile companies, who supplied the cars for the Royal processions, took turns in supplying the "lead" car in which Their Royal Highnesses actually rode. On the trip west, Ford of Canada had the honor in Quebec, Ottawa, Trenton, Toronto, Windsor, Vancouver and Victoria.

Plastic Top Duke's Idea

As the trip west progressed, tour officials reported that the Royal couple were well satisfied with the automobile arrangements. The Duke took a particularly keen interest in the cars, and came up with an unusual idea which was quickly adopted by the transportation officers.

The Duke was concerned that the Princess, unused to the Canadian climate, might catch cold as wintery conditions were encountered in some areas. He also wanted to be sure that everyone along the route got the best possible look at the Princess and himself. Closed cars were available, but offered poor visibility for spectators, and the Royal couple did not want to use



them. And in an open car, as the light falls in the early evening, there would be no illumination above their heads.

The Duke went to work on the problem and sketched a plastic top similar to that used on aircraft. Exactly the same in shape as the ordinary canvas convertible top, the plastic top had two advantages: Dome lights could be installed on the rigid plastic frame, and while protecting the occupants from the elements, the whole top is transparent.

The new plastic tops were quickly made by De Havilland aircraft company, and were soon in place on the Royal cars, adding a futuristic touch of novelty to the procession.

MORE THAN 100,000 PERSONS, the largest single crowd to see the Royal couple anywhere in Canada, watched as the Princess and Duke rode in the Lincoln convertible past the huge grandstand and along the route through Toronto's Canadian National Exhibition Grounds. More than 1,000,000 persons saw Their Royal Highnesses in Toronto, where the Duke made his only public address.



AS THE ROYAL TOUR STARTED in historic old Quebec City, a Lincoln convertible carried Elizabeth and Philip around the Plains of Abraham and past the historic Citadel.



ALONG OTTAWA'S beautiful Rideau Canal the Royal couple rode in their Lincoln past many of the delightful spots that make Canada's capital one of the most beautiful cities on the continent.



IN NIAGARA FALLS hundreds of excited school children waved Union Jacks and roared an enthusiastic greeting as the Princess and Duke passed in their Lincoln, flying the Royal Standard.

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